

Intimation.

Wm. Powell & Co., Ltd.,
ALEXANDRA BUILDINGS.

Everything for Ladies' and Children's Wear.

Specialists in Tropical Clothing.

GENTLEMEN'S DEPARTMENT,
28, Queen's Road.

Ideas for Summer Wear.

Coollest Showrooms in the East.

Wm. Powell, Ltd.,
General Drapers, Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD LOWTHER & Co. to sell by PUBLIC AUCTION, TO-MORROW, the 26th June, 1908, at 11 A.M., at H.M.'s Naval Yard Extension,
A QUANTITY OF
OLD IRON, BRASS, BLOCKS, CRANES, &c., &c.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th June, 1908. [618]

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 25th March, 1908. [52]

A. CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand—
TRUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM;
PEAS & HAM,
PORK, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME RATES,
MUTTON & CHICKEN CURRY,
ASSORTED SUPPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.
Hongkong, 25th May, 1908. [53]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S PATENT MOTOR LADNCHES,
HARTMANN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR LADNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM,
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES.
ALWAYS IN STOCK
AT
REASONABLE PRICES,
H. K. 25th March, 1908. [54]

LEE YEE
HAIR DRESSING SALOON

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES
FOR SALE.

12, D'ARVILLE STREET,
HONGKONG.
Hongkong, 24 September, 1907.

CHARTREUSE

Chartreuse has never required to be so extensively advertised. Its ancient fame has always been and is still sufficient for its success. An increase of imitations has recently appeared and it is necessary to put consumers on their guard and remind them that Chartreuse—the incomparable liqueur—is only made and can ONLY be made at the Grande Chartreuse, with the process which has commanded its success.



As a guarantee of its authenticity, consumers are advised to insist upon seeing the label which should bear the well known signature and emblem.

CHARTREUSE

THE PORT ARTHUR MONUMENT.

The ceremony of unveiling the monument to the Russian dead took place on the 24th instant at Port Arthur. Only the bare facts are mentioned in the official telegram, which, however, add that the greatest satisfaction is expressed by the Russian delegates. When the monument was unveiled, it was seen that the face bore the inscription in Russian: "Another face carried the words 'Fried by the Japanese Government'; on the third face was carved the inscription in Japanese: 'Monument to the memory of the Russian officer and soldiers who fell at Port Arthur,' and on the rear face there was a long inscription written in Japanese and composed by General Viscount. Ohshima. His gift was that death levels all distinctions of friend and enemy, above all when those who formerly stood in the arena as combatants have now joined hands in hearty amity. It added that the Japanese Government, anxious to do honour to the memory of the Russian heroes, had collected their remains from the various pits of the field where they had fought so nobly, and re-interred them at one place, had erected the monument to mark the spot. Within the enclosure where the monument constitutes the central object, twelve tombstones of granite are arranged on either side of the monument. These are to mark the places of interment of the men who fell in the twelve principal sections of the defence. The total number is 14,631, out of which number the terrible 703 in the hill stands for 6,550. There are, further, within the enclosure thirty-six iron monuments, erected to the memory of the officers on whose account separate graves had been prepared by the Russians at various parts of the beleaguered fortress. It had been originally intended to hold a Japanese religious ceremony as well as a Russian, but this idea was strongly opposed by the prelate of the Greek Church who had come from Peking, and in deference to his objection the service was entirely in accordance with the Russian ritual. After the religious rites, however, the principal Japanese and Russians approached the tomb two by two and paid the last tribute to the dead. Among the suite of General Gelinggoss, the principal Russian Representative, there were some men who had served throughout the siege; and one was, particularly noticeable for having lost both his arms. General Terauchi is quoted by the *Cano Shimbun* as saying that the original idea was to build two monuments on the hill called 'Peiyushan, one in memory of the Japanese dead and the other in memory of the Russian dead. It was found, however, that the available space was not sufficiently large for the dual purpose, and accordingly Shuishiyang was chosen as the site for the Russian monument. His tribute to the memory of the Russians killed in the siege had its origin in the terms of the capitulation when the Commander of the Russian army promised that the respect should be paid to the memory of the Russians who had fallen in defence of the fortress. Is there in the world any other grave containing the bodies of 20,000 men?—*Japan Daily Mail*.

AN OCTOGONARIAN HEIRESS.

STRANGE ROMANCE OF AN IRISH FORTUNE.

The big Magan heir-at-law case has come to an abrupt ending in the Irish Courts. By consent of all the contending parties, Mrs. Joel Bartlett, aged 69, of the Cot. Brapcombe, South Devon, is declared the lawful heiress to the Magan estates worth £13,000. Capt. Magan, who had been two years in possession as heir, yielding to her claim.

ROMANTIC SEARCH.

It appears that a Miss Magan, dying at an advanced age, left her property, consisting of £13,000 a year in land and £8,000 in securities, to "my heir or heiress at law."

She was eccentric, and her will was not found for some time after her death, when it was discovered in a heap of rubbish at her residence.

Capt. Magan entered into possession as heir-at-law to the landed property, but matters came to light which threw doubt on his title.

Mr. McCredy, the solicitor for the executors, searched records of the navy, and found that Mrs. Bartlett's father, Arthur Magan, was in that service as midshipman in 1874. He also found that in 1840 his daughter, the present heiress, was married to Brighton, to a naval surgeon, and was divorced the same year.

THREE MARRIAGES.

Search was made in Somerset House for a record of her death, but, as no trace of it could be found, it was presumed she was still alive, and a further discovery was made, that she married a second time in 1854, her husband being John Rafe, who lived at Sutton Grove, North Carshalton, Surrey.

The lady was then traced to Devonshire, and at last Mr. McCredy succeeded in locating her at the Cot. Brapcombe, where she was living with her third husband, Mr. Joel Bartlett.

Her claim to the estate was then set up. A big "Bar" was engaged on her behalf, and on that of Capt. Magan. The claim was found to be irresistible, and a consent acknowledging her title was handed into court.

"MORNING LEADER" CARRIES THE NEWS.

A Morning Leader representative was the first to convey the news of her victory to Mrs. Bartlett last evening.

Going over to Brapcombe from Sidmouth, he was met by her landlady, Mrs. Thomas Bartlett, who announced that Mrs. Joel Bartlett had just retired.

She was pleased, but not excited, or surprised, to hear of her good fortune. She knew the

case was coming off that day, and had fully expected to win.

Although 80 years of age, Mrs. Bartlett looks younger and evidently feels younger, for only yesterday she had been for a good walk. She wears a charming old-fashioned little cottage with an orchard (now brilliant with apple blossoms) attached.

Until recently she had walked to Sidmouth to church every Sunday morning.

Before the case started, Mrs. Bartlett was sure she was the rightful heiress, but did not think it worth while, at her advanced age, to go to law. She has one married daughter, however, and it is said that this fact was largely responsible for her setting up the claim.

P. AND O. REPORT.

OUTLOOK NOT ENCOURAGING.

The half yearly report of the Peninsular and Oriental Navigation Company states that the revenue returns, as compared with the corresponding period of last year, have been maintained, but with an increase in expenditure, owing to the enhanced cost of fuel beyond the point which had previously been reached.

The passenger traffic has been unfavourably affected by two distinct causes: first, by a falling off in the ordinary winter tourist traffic, owing presumably to the financial crisis in the United States; and in the second place by a loss of business on the Egyptian line, due to a dull season and to extreme competition in that quarter. There has been, however, a fair advance in the Australian passenger receipts, which has compensated, to some extent, for the deficiencies alluded to.

Without exception, freights have been advanced during the last six months, throughout the sphere of the company's operations, and at the present moment business, both export and import, particularly in the Indian trade, has fallen to a very low level, with little apparent prospect of an early revival. The directors, in these circumstances, it may be considered satisfactory that, so far as the half-year up to the end of March is concerned, there has not been an actual decline in the freight earnings, but the outlook for the rest of the year is not considered encouraging.

Several of the company's cargo steamers are laid up at present owing to lack of employment. The tonnage of the fleet stands at 416,891. The usual interim dividend at the rate of 7 per cent, per annum on the Deferred is declared, as already announced.

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

NIGHT CARS.

1.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 7.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 24th June, 1907. [57]

SELF CURE NO FICTION!

THERAPION UPON MARVEL!

NO SUFFERING.

NO DEPRESSION.

NO DANGER.

THERAPION.

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Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The man who tries that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

NOTICE.

By Order of the French Authorities of Indo-China, the Consul for France at Hongkong begs to inform the SHIPPING COMPANIES of this port that the river harbour of PHNOM-PENH (Cambodia) has now been opened to Commercial Navigation and that all Customs operations are carried through at that port, also that all deep-sea ships are henceforth allowed to go up to Phnom-Penh without having to call at Saigon. For further particulars, apply to THE FRENCH CONSULATE, Hongkong, 24th June, 1908. [616]

NOTICE.

By Order of the French Authorities of Indo-China the Consul for France at Hongkong begs to remind owners and consignees of ships calling at ports of French Indo-China that all bills of health have to be referred to the French Consulate in Hongkong for visa, failing which said ships might raise suspicion and therefore might be stopped to measures of quarantine and disinfection, prescribed by the sanitary authorities of Saigon, Tourane or Haiphong. Hongkong, 24th June, 1908. [617]

THE NEW FRENCH REMEDY

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TRADE MARK.

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Consignees.

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th inst. at 3 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 19th June, 1908. [605]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LOTHIAN"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.
Hongkong, 22nd June, 1908. [615]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd June, 1908. [614]

S.S. "CALEDONIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

S.S. "Caledonian," and from

Bordeaux ex S.S. "Caledonian," in

connection with above Steamer, are

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Limited, at Kowloon, whence

delivery may be obtained immediately after

landing.

Optional Cargo will be forwarded unless

intimation is received from the Consignees

before Noon, TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed

after MONDAY, the 29th inst. at Noon, will

be subject to rent and landing charges.

All claims must be sent to the office before

the 29th June, or they will not be recognised.

All damaged packages will be examined on

MONDAY, the 29th June, at 3 P.M.

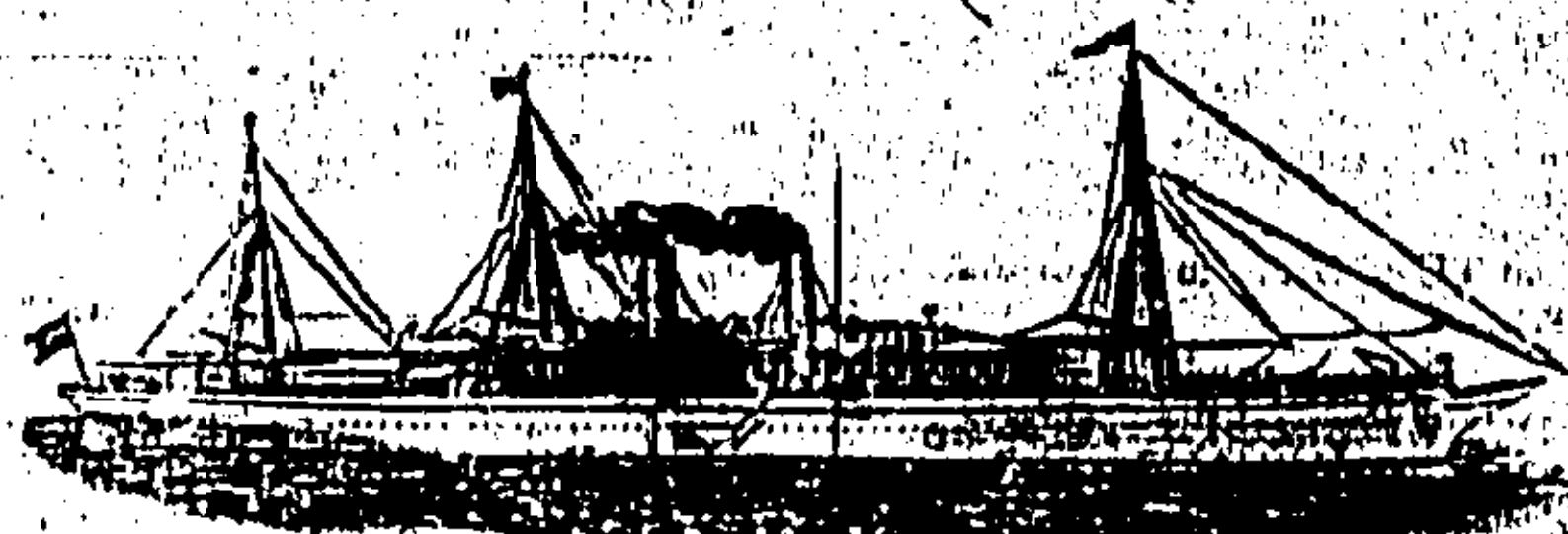
No Fire Insurance has been effected.

P. MALIN,
Acting Agent.

Hongkong, 22nd June, 1908. [613]

Shipping—Steamers

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 3 to 10 Days' Ocean Travel.

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	6,165	SATURDAY, July 11th	Aug. 4th
"EMPEROR OF CHINA"	6,000	SATURDAY, July 18th	Aug. 11th
"GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPEROR OF INDIA"	6,000	_____	_____
"LENNOX"	3,700	_____	_____

S.S. "LENNOX" and "GLENFARG" are Freighien only and do not carry Passengers.

"EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C. connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Classvia Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on "Steamers, and 1st Class on Railways." £40. " £43.
First-class rates to London, include cost of Meals and Berth in Sleeping Car whilst crossing the American Continent by Canadian, Pacific direct line.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
W. GRADDOCK, General Traffic Agent for China, &c.,
Corner Padder Street and Prays, Opposite Blake Pier

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	CHOY SANG	FRIDAY, 26th June, Noon.
MANILA	YUEN SANG	FRIDAY, 26th June, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	FOOK SANG	SATURDAY, 27th June, Noon.
SHANGHAI	WOSANG	SATURDAY, 27th June, Noon.
TIENTSIN via WEIHAIWEI, and CHEFOO	CHIP SHING	MONDAY, 29th June, Noon.
S'GAPORE, PENANG & CALCUTTA	KUMSANG	TUESDAY, 30th June, Noon.
MANILA	LOONGSANG	FRIDAY, 3rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	WEDNESDAY, 15th July, Noon.

RETURN TOURS TO JAPAN.

The steamers "Kutsumi," "Naniwa" and "Fushiki" leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

Telephone No. 61. Hongkong, 25th June, 1908. General Managers. [10]

CHINA NAVIGATION CO., LIMITED.

For	STEAMERS	To SAIL
HOIHOW & HAIPHONG	"HUPH"	27th June, 8 A.M.
NINGPO & SHANGHAI	"YUENOW"	27th " 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND & OTHER AUSTRALIAN PORTS	"ORANGSHA"	28th " 3 P.M.
TSINGTAU & CHEFOO	"HANOHANG"	30th " "
MANILA	"TEAM"	30th " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 25th June, 1908.



HONGKONG—MANILA.

Highest Class, swiftest, fastest and most luxurious Steamship between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th June, at Noon.
RUBI	2540	Almond	"	SATURDAY, 4th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Hongkong, 25th June, 1908.

Shipping—Steamers



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA." Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 27th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mooltan," 10,000 tons, from Colombo. Passengers' accommodation is which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Peninsular," due in London on 9th August, 1908. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent. Hongkong, 19th June, 1908. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,600	Garlick	1st July
Seward	6,212	Shotton	23rd July
Kumari	6,212	Cowley	19th Aug.
Shawmut	9,600	Roberts	12th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND GUININE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Storage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings

Hongkong, 10th June, '08 [10-20]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE" will be despatched for the above Ports on or about the 10th July, 1908.

For Freight and further Particulars, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 22nd June, 1908. [61]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER. "KWONG SAI" Capt. E. S. CROWE. Leave Hongkong for Canton at 9 every evening, (Saturday excepted). Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$4. Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIP ON S.S. CO., LD.

W. & A. Chan's Road Woe.

Hongkong, 25th June, 1908. [11]

Shipping—Steamers

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN." Captain Roach, will be despatched for the above Ports TO-MORROW, the 26th instant, at 6 o'clock P.M.

For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers. Hongkong, 25th June, 1908. [615]

THE AMERICAN AND ORIENTAL LINE

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast.)

THE Steamship

"OCEANO," will be despatched for the above Port, on or about SUNDAY, the 28th June.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 23rd June, 1908. [15-0]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SAINT GEORGE" 8th July.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 22nd June, 1908. [613]

Intimations.

PABST BREWING COMPANY MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK

BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 10th July, 1907. [15]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co., General Managers. Hongkong, 19th March, 1908. [48]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.85 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 28th April, 1908. [15]

A WONDERFUL DISCOVERY.

This is the first of a new kind of cure for the most terrible and dangerous of all diseases, and has been discovered by the scientific method of the late Dr. J. C. Watson, who has been successful in curing many cases of this disease, and has been successful in curing many cases of this disease, and has been successful in curing many cases of this disease.

THERAPION.

This is the first of a new kind of cure for the most terrible and dangerous of all diseases, and has been discovered by the scientific method of the late Dr. J. C. Watson, who has been successful in curing many cases of this disease, and has been successful in curing many cases of this disease, and has been successful in curing many cases of this disease.

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HONGKONG IN 1907.

(Continued from page 5)

IMPROVEMENT SCHEME.

The Mei Lun Lane Improvement Scheme was completed. Another section of Robinson Road, Kowloon, extending from Market Street to Waterloo Road was undertaken and the removal of the hill North of Yaumati Theatre was continued, the material being used for private reclamation work North of the Naval Coaling Depot. The extension of Conduit Road in Easterly and Westerly directions and of the road past Kowloon City mentioned last year were completed, and a further section of the latter road extending to its junction with the Chi Lu Chi Road was undertaken. A new path, connecting Barker Road with May Road, as the extension of Conduit Road in an Easterly direction has been designated, was completed.

The extension and reconstruction of the Albany Filter Beds was continued, fair progress being made with the work. The total amount expended on Public Works Extraordinary, exclusive of Advance Accounts and Deposits not Available, was \$784,321 and on Works Annually Recurrent, \$538,041. By the transfer of the item "Typhoon and Rain-farm Damage" from the former Head to the latter, the first-mentioned sum has been diminished by \$106,659 whilst that last-mentioned has been correspondingly increased.

Good progress was made on the British Section of the Hongkong-Canton Railway the cost of which is being defrayed by a Loan.

During the year 1907 the re-alignment consequent on the detailed survey by the Construction Engineers was completed and work commenced over the whole length. The reclamation for a site for Kowloon Station Yard was started in June. The actual heading driving in, Beacon Hill Tunnel may be said to have started on January 1st, 1907. During the year two thousand one hundred feet of heading was driven from both ends and from the shafts sunk at both the North and South sides and four hundred and sixty-five feet of tunnel fully lined. About two-thirds of the compressor plant was in working order, the heading not being far enough advanced to necessitate special ventilating plant. There was difficulty experienced at first in obtaining sufficient labour for work underground but towards the end of the year on the rates being raised slightly a large number of skilled mining coolies returned from South Africa flocked to the work.

Bridge building progressed steadily all through the year as well as earthwork and the minor tunnel, there being no very great difficulties to contend with except in one of the latter. A temporary metre gauge line was laid from the sea front at Lokloha to the North face, the shaft (No. 7) was completed and a considerable number of houses for staff erected. The systematic issue of quinoline to all employees resulted in a diminution of malarial fever.

The expenditure on the work during the year amounted to \$1,314,915.

CRIMINAL AND POLICE.

The total of all cases reported to the Police was 11,540 being an increase of 306 or 3.5 per cent. as compared with 1906. In the division of these cases into serious and minor offences there is a decrease in the former as compared with the previous year of 27 cases or .8 per cent.

The number of serious offences reported was 297 below the average of the quinquennial period commencing with the year 1903.

POPULATION.

The population of the Colony according to the census taken in 1901 was 283,975 while at the census taken in 1906 it was 309,977 exclusive of the New Territories, New Kowloon and the Army and Navy Establishments. The estimated population at the middle of the year under review was 314,308 as follows:—

Chinese (Hongkong) 129,400
Chinese (Kowloon) 71,950
Population (Floating Population) 43,130
Migrant Marine 2,700

Army, (average strength) 3,320
Navy, (average strength) 2,157
New Territories (exclusive of Kowloon) 85,011

Total 314,308

At the census taken in 1906 the average strength of the Navy present in the Colony was 4,698.

PUBLIC HEALTH AND SANITATION.

During the year under review considerable progress has been made in rendering existing domestic buildings rat proof as a preventive of Plague. 377 ground surfaces of houses have been repaired, and 1,701 buildings have had rat-runs filled up with cement. In addition 44 basements illegally inhabited have been vacated.

New buildings (domestic) to the number of 142 were erected during the year and in these the effect of the present Ordinance is seen in the increased amount of open space about the houses, which the law requires. Scavenging lanes which have to be provided in the rear of new houses also increase the open space about them and tend to reduce surface crowding.

During the year there were 193 deaths from Plague, compared with 84 in 1906 and 207 in 1905.

CLIMATE.

The average monthly temperature throughout the year was 72° F. as compared with 71° 8' F. in 1906 and 72° 0' F. during the ten preceding years. The maximum monthly temperature was attained in July, when it reached 81° F., and the minimum monthly temperature was recorded in February, when it was 56° F.

The highest recorded temperature during the year was 91° 0' F. on the 29th August, and the lowest 45° 0' F. on the 31st January.

The total rainfall for the year was 95.54 inches as compared with an average of 77.78 inches during the past ten years. The wettest month was September, with 10.46 inches, the driest, February, with only 0.16 inch. The greatest amount of rain which fell on any one day was 5.30 inches on the 15th September, while no rain fell on 215 days of the year. The relative humidity of the atmosphere throughout the year was 77 per cent. as compared with an average of 77 per cent. during the past ten years.

The average daily amount of sunshine was 5.2 hours being 46 per cent. of the possible duration.

POSTAL SERVICE.

The total receipts paid into the Treasury in 1907 by the Postal Department amounted to \$566,375 from which sum \$120,256 was transferred to other heads of general revenue under which fees and duties are paid by the stamps, which are now sold exclusively by the Post Office, leaving the sum of \$446,119 as revenue of the postal service. The total expenditure

amounted to \$3,664,459, which being deducted from the revenue of \$4,410,715 leaves a profit of \$746,256.

MILITARY CONTRIBUTION.

The Colony contributed \$1,214,340.05 (being the statutory contribution of 20 per cent. of the revenue) towards the cost of the maintenance of the Regular Forces in the Colony (including Barrack Service and Defence Works).

GENERAL OBSERVATIONS.

The year was characterized by continued severe depression in trade.

The Colony appears to have recovered from the over-speculation indulged in in anticipation of the conclusion of the War between Russia and Japan, and her trade has resumed a healthier condition, though the volume is still restricted. The large stock accumulated during the speculative period have taken a long time to work off, and fresh imports have been small because for various reasons, one of which was, caution induced by previous over-speculation. China has imported a smaller quantity of merchandise.

The assessment made in July for the year 1907-1908 showed that the rateable value for the whole Colony had decreased by 2.15% in the Bill District, Shaukiwan, the Hongkong Island, and in Kowloon, except in the important District of Yau-mai, the assessment showed an increase ranging from 1.02% to 11.76%. But in the City of Victoria a decrease of 3.42 and in Yau-mai a decrease of 5.65% were shown. In New Kowloon a remarkable increase from a rateable value of \$38,930 to one of \$61,835 or an increase of 58.83% was shown.

In the New Territories continued progress has been observable in the making of several roads by the private enterprise of villagers, and by the erection of new houses. The Crown Land Tax was paid with alacrity, that was almost inconceivable and the marked decrease in crime in spite of the large numbers of coolies employed on the Railway Works.

The loss and inconvenience caused by the depreciation of the subsidiary currency by the over-issue of small coins by the Mint at Canton continued.

The Hongkong Government adopted the expedient of withdrawing from circulation all its subsidiary coins received as revenue, and succeeded in inducing the Authorities at Canton to temporarily suspend the issuing of small coins at the Mint at Canton. A Committee was appointed to consider the causes of the depreciation of the subsidiary coinage of the Colony and to advise what steps could be taken to rehabilitate it. As a result of the enquiry the Government addressed strong representations through the proper channels to the Chinese Authorities both at Peking and Canton, urging the suspension of the coinage of small coins at the Canton Mint until the coins had again reached par. No definite reply had been received to these representations at the close of the year.

The Committee appointed in 1906 to collect funds and administer relief to the sufferers by the disastrous Typhoon of 18th September, 1906, completed their labours early in the year and reported that they had collected \$799,021, of which \$1,000 of which was contributed by residents in the Colony and by firms doing business with it. Of this sum \$98,000 were spent in replacing or repairing 1,601 Cargo boats, tanks and other craft lost or damaged, while \$46,668 were spent on the relief of destitute (including 2,270 women and children) and the recovery and burial of dead. The balance of \$335,353 has been placed in the custody of the Government as a fund for relief in similar circumstances. Thirty thousand Dollars were also contributed by the Chinese Government to the Tung Wa Hospital and have been set apart by that institution to serve as a similar fund. A further sum of \$106,659 was spent during the year out of Revenue in repairs to Government Works and Buildings caused by the Typhoon of 18th September, 1906. In September a very heavy rain storm caused considerable damage to the Kowloon Catch-water and to other Government Works.

The Commission which had been appointed in the previous year to inquire into the administration of the sanitary laws and the existence of corruption in the Sanitary Department issued their report in April. The Commissioners found that widespread corruption existed among the subordinate Sanitary Staff and in the evidence furnished by the Commissioners several sanitary inspectors were by the Executive Council suspended, and dismissed. Much of the dissatisfaction with the administration of the Public Health Ordinance was removed by the amendment of a section dealing with open spaces in the rear of existing houses, and by a free use of the power of exemption from the provisions of the law relating to cubicles in Chinese tenement houses. A Committee was appointed to inquire into this latter subject and their recommendations with several suggestions made by the Commissioners and others are being embodied in amendments to the Public Health Ordinance. In the result it is anticipated that thanks to the ungrudging labours of the Commissioners the Sanitary Department will in future be more honestly served while many improvements will be effected in the Sanitary Law and the method of its application.

In consequence of the high rate of exchange which reached more than 2/5 to the Dollar, the Secretary of State for the Colonies, with the concurrence of un-official members of the Legislative Council, allowed the salaries of Civil Servants to be paid at the rate of 1/10 to the Dollar when the rate of exchange is above that figure and at the rate of the day when it is below it.

During the year the claim for compensation on account of the lives lost in the Flimsy of the s.s. "Spinna," referred to in the Report of last year, was settled, and the Provincial Authorities have now adopted measures which it is hoped will be effective in the suppression of piracy in the Delta and on the West River.

Mr. F. Grove, Chief Resident Engineer, and a considerable Staff were at work on the Chinese Section of the Hongkong-Canton Railway during the year. The Survey was completed and steps were taken for beginning construction early in the current year.

His Excellency Cheung Yau-tsun succeeded His Excellency Chau Fuk as Governor-General of the Two Kwang Provinces.

Mr. H. H. J. Gomperts acted as Attorney-General until the arrival of Mr. W. Reg. Davies in July.

Mr. R. Osborne was appointed a member of the Legislative Council, Mr. G. S. Smith, who left the Colony, and Mr. H. Kerswell took the place of Mr. J. G. Smith absent on leave.

H. R. H. the Duke of Connaught accompanied by H. R. H. the Duchess of Connaught and the Princess Patricia of Connaught visited the Colony early in the year. His Majesty the King-Emperor and of H. H. the Prince of Wales which had been presented to the Colony by Sir Paul Chater, C.B., and Mr. J. J. Bell, a private citizen, were attended at the airport.

His Majesty the King-Emperor and of H. H. the Prince of Wales which had been presented to the Colony by Sir Paul Chater, C.B., and Mr. J. J

OPPIUM IN FOOCHOW.

THE SUPPRESSION MOVEMENT.

The Foochow correspondent of the N. O. D. writes:—From the very first Foochow authorities have taken up the fight against opium as though they were in earnest in their efforts to get rid of the drug. When the order was issued that all dens be closed, there was opposition of every kind brought to bear against the movement, but in spite of all the influence which the friends of opium could bring to bear the dens were closed in Foochow to the number of over 500. The user was thus compelled to buy his opium and take it home to smoke it. All manner of means were used to evade the execution of this law. The temples were used for dens, and the house-boats on the river were called into requisition for the same purpose. The anti-opium society soon found out these retreats and appointed some thirty men to ferret out and report such places in the different parts of the city. Mr. Ling Hie-ding, a descendant of the great Viceroy who brought on the opium war with England, was at the head of the movement and arranged with the officials that they should punish in suitable ways those who were proved to have violated the opium laws; that the officers should appoint the police to go with the Committee and execute their orders by arresting those accused; and the Committee should be protected against persecution by the friends of opium. The Anti-opium Society was to defray the expenses of the nightly raids. Opium hospitals were opened in different parts of the city where free treatment was given to those who desired to break off the habit. No opium could be bought except at stated places and every purchase was recorded on a card which the purchaser was provided with. The amount was limited and was continually decreased in quantity.

At present the sales of the drug have fallen off about four-fifths, while the amount of land put to the poppy is only twenty per cent of what it was a year ago. The Manchus and soldiers have been divided into classes and those who smoke opium have been allowed three months in which to break off from the habit, at the end of which time those who have failed will not be allowed any part in any benefits otherwise enjoyed by the Emperor. Up to date there have been seven burnings of opium pipes and paraphernalia amounting to over 15,000 pipes.

From Foochow the movement has spread into the more remote places until there are active anti-opium associations in all this section of the Province. At Kucheng the missionaries and the Gaing magistrate have given much time to creating public opinion, going together and speaking from the same platform against opium until the sentiment has taken form in a petition to the authorities at Foochow to allow the people to make up privately the opium tax, and have every place of sale or use entirely and unconditionally closed. This proposition is meeting with much favour from the anti-opium authorities here and is said to be favourably considered by the Viceroy.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 1/2
Do. demand	1/10 5/16
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	1/10 1/2
Germany—Bank T.T.	1/10 1/2
India T.T.	1/10 1/2
Do. demand	1/10 1/2
Shanghai—Bank T.T.	1/10 1/2
Singapore—Bank T.T. per H.K. \$100	7 1/2
Japan—Bank T.T.	9 1/2
Java—Bank T.T.	11 1/2
Buying.	
4 months' sight L/C	1/10 1/2
6 months' sight L/C	1/10 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney & Melbourne	1/10 1/2
4 months' sight France	38
6 months' sight do.	39
4 months' sight Germany	1/10 1/2
Bar Silver	25 1/2
Bank of England rate	2 1/2
Sovereign	510 6 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 24th at 11.55 a.m.—The barometer has risen considerably in E. Japan, the depression having moved away over the Pacific. The barometer has fallen quickly in N. China, the depression lying over the Yangtze Valley yesterday, having reached the Yellow Sea to the South of Weihaiwei. Pressure is highest over the Pacific in the neighbourhood of the Bonins. It remains somewhat low over Tongking. Fresh to strong S.W. winds may be expected in the Formosa Channel, and moderate to fresh S. monsoon over the N. part of the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches. FORECAST. 1.—Hongkong and Neighbourhood, S. winds, moderate, showery. 2.—Formosa Channel, S.W. winds, fresh or strong. 3.—South coast of China between Hongkong and Lianchoo, same as No. 1. 4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING AND MAILS.

MAILS DUE.
German (Kaiser) 30th inst.
German (Prinz Ludwig) 30th inst.
American (China) 1st prox.
The s.s. *Montgomeryshire* left Singapore on 24th inst., and is due here on 30th inst., motoring. The N. Y. K. s.s. *Tosa Maru*, American Line, left Shanghai for this port on 25th inst., and is expected here on 28th inst.
The G. N. s.s. *Minnetota* left Kobe for this port via Nagasaki and Shanghai on 24th inst., and is expected here on 28th prox.
The C. P. R. Co.'s s.s. *Luzon* arrived at Nagasaki at 4 p.m. on 24th inst., and left again at 8 p.m., same day, for Kobe, where she is due to arrive at 8 a.m., on 26th inst.

Shipping.

Arrivals.
Alesia, Ger. s.s., 2,258, J. Ernst, 24th June.—Portland, Or. 24th May, Gen.—P. & A. S. S. Co.
Oceano Monarch, Br. s.s., 2,945, Murray, 24th June.—Newcastle, (N.S.W.) 5th June, Coal—D. & Co., Ltd.
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 25th June.—Vancouver 3rd June, and Shanghai 22nd, Mails and Gen. C. P. R. Co.
Prinz Waldemar, Ger. s.s., 1,737, W. von Senden, 25th June.—Sydney 2nd June, and Manila 22nd, Gen.—M. & Co.
Kwanglee, Ch. s.s., 1,864, Lincoln, 25th June.—Anson 24th June, Gen.—C. M. S. N. Co.
Hailan, Fr. s.s., 377, O. A. Hög, 25th June.—Hobart 24th June, Gen.—A. R. M.
Tijmah, Dut. s.s., 2,459, J. N. Bouman, 25th June.—Swatow 24th June, Sugar from Java—J. C. J. L.
Liangchow, Br. s.s., 1,215, H. Harder, 25th June.—Canton 25th June, Gen.—B. & S.

Clearances at the Harbour Office.
Aldenhorn, for Port Darwin.
Kwangsang, for Shanghai.
Prinz Waldemar, for Kobe.
Tijmah, for Yokohama.
Gwalior, for Amoy.
Telemachus, for Saigon.
Departures.
June 25.
Devanha, for Shanghai.
Palermo, for Singapore.
Kwangsang, for Shanghai.
Telemachus, for Saigon.
Aldenhorn, for Australian Ports.
Tijmah, for Japan.
Quarta, for Hongay.

Passengers arrived.
Per *Prinz Waldemar*, for Hongkong from Simonshafen—Messrs. H. Geiler and M. Remus. From Fr. Wilhelmshafen—Messrs. A. Karpow, P. H. Wotzel and A. Teppungier. From Manila—Messrs. A. F. Ayas, D. de Montpensier, Count de Bernis, Countess de Brivide, Capt. Edw. Hantrud, Messrs. Pedro Jarcia Tudela, Juane Mantella de Rios and Valtio.
Per *Empress of Japan*, from Vancouver—Col. and Mrs. R. Glover, Capt. C. C. Dwyer, Mr. P. C. Davis, Revs. J. Rebell, J. M. Brimont, Messrs. H. S. Irving and J. Acheson. From Kobe—Messrs. H. Ashworth, Hops, C. V. Stephens, C. K. Tsing, and Chia Tung Chuen. From Shanghai—Mr. W. I. Conroy, Judge and Mrs. C. H. Smith, Messrs. G. Croft, J. Klubien, Samuel S. Young and native servants, Messrs. Fashima, L. B. Uisu, Mrs. Chiyo Shioi, Mr. A. Bender, and 93 Chinese.
Per *Tijmah*, from Swatow—Mr. J. V. d. Staden, Dr. T. J. L. Clautaur, and 30 Chinese.

Passengers departed.
Per *Aldenhorn*, for Australian Ports—Mrs. Brennam, Miss Francis, Messrs. E. T. Garrier, H. H. L. Grainger, Misses Hu Chien (2), Mr. F. C. Kendall, Mr. and Mrs. Kibbie, Misses Kibbie (2), Messrs. A. R. Murphree, J. S. Robertson and C. Tucker.

VESSELS IN PORT.

STRAMERS.
America Maru, Jap. s.s., 3,460, W. E. Filmer, 17th June.—San Francisco 19th May, and Shanghai 15th June, Mails and Gen.—T. K. K.
Borneo, Ger. s.s., 1,344, F. Sembill, 22nd June.—Sundakan 17th June, Gen.—M. & Co.
Changsha, Br. s.s., 2,302, G. W. Eedy, 23rd June.—Sydney 30th May, and Manila 21st June, Gen.—B. & S.
Childan, Nor. s.s., 1,024, H. Nielsen, 3rd June.—Bangkok 27th May, Gen.—B. & S.
Courtfield, Br. s.s., 2,897, J. Wieman, 25th May.—Mojito 20th May, Coal—M. B. K.
Derwent, Br. s.s., 1,561, J. Jenkins, 2nd June.—Saigon 18th June, Rice and Gen.—Chinese.
Fooksang, Br. s.s., 1,977, T. A. Mitchell, 19th June.—Mojito 14th June, Gen.—J. M. & Co.
Fukushu Maru, Jap. s.s., 1,090, T. Ito, 20th June.—from Swatow, Gen.—O. S. K.
Gwalior, Br. s.s., 2,459, G. N. Bamage, R.N.R., 24th June.—Singapore 19th June, Gen.—Seang Tak Hong.

Haiphong. Br. s.s., 1,00, Pomfret, 22nd April.—Haiphong 18th April, Ballast.—Wilks and Jack.
Haitan, Br. s.s., 1,186, J. S. Roach, 24th June.—Fookchow 21st June, Amoy 22nd, and Swatow 23rd, Gen.—D. L. & Co.
Hilary, Ger. s.s., 1,776, H. Uecker, 20th May.—Saigon 24th May, Rice—S. W. & Co.
Hupeh, Br. s.s., 1,235, G. J. Spink, 24th June.—Haiphong 21st June, and Hoihow 23rd, Rice and Gen.—B. & S.
Joban Maru, Jap. s.s., 702, H. S. Smith, 24th June.—Tamsui via Amoy and Swatow 23rd June, Gen.—O. S. K.
Kawachi Maru, Jap. s.s., 3,782, H. Petersen, 21st June.—Singapore 19th June, Gen.—N. Y. K.

Kumgang. Br. s.s., 2,077, E. J. Buller, 22nd June.—Calcutta via Penang and Singapore 16th June, Gen.—J. M. & Co.
Leantes, Br. s.s., 1,340, H. C. D. Frampton, 22nd June.—Saigon 18th June, Rice and Gen.—Wo Fat Sing.
Lauchan, Ger. s.s., 2,051, R. K. Spelling, 21st June.—Saigon 16th June, Rice—J. & Co.
Lootok, Ger. s.s., 1,630, G. Schulzen, 22nd June.—Bangkok and Swatow 22nd June, Rice and Gen.—M. & Co.
Matilda Korner, Ger. s.s., 1,847, M. Dibbern, 21st June.—Mojito 15th June, Coal—J. M. & Co.
Montegle, Br. s.s., 3,955, W. Davidson, 23rd June.—Vancouver 28th May, and Shanghai 21st, Mails and Gen.—C. P. R. Co.
Montlake, Br. s.s., 1,737, F. W. Batten, 24th June.—Fremantle 6th June, Sandalwood, Glimm & Co.
Onsany, Br. s.s., 1,787, R. Cox, 14th June.—Mojito 14th June, Coal—J. M. & Co.
Poehobias, Br. s.s., 1,740, F. G. Cox, 14th June.—Saigon 14th May, Order.
Pongkang, Ger. s.s., 997, W. Batefleur, 10th June.—Bangkok 13th June, Rice—B. & S.
Sour Maru, Jap. s.s., 617, S. Taniguchi, 22nd June.—Bangkok 14th June, Rice and Gen.—G. L. & Co.

Swatow. Br. s.s., 1,787, R. Cox, 14th June.—Mojito 14th June, Coal—J. M. & Co.
Tamsui, Br. s.s., 1,740, F. G. Cox, 14th June.—Saigon 14th May, Order.
Tamsui, Br. s.s., 1,740, F. G. Cox, 14th June.—Saigon 14th May, Order.
Tamsui, Br. s.s., 1,740, F. G. Cox, 14th June.—Saigon 14th May, Order.

Swatow. Br. s.s., 1,787, R. Cox, 14th June.—Mojito 14th June, Coal—J. M. & Co.
Tamsui, Br. s.s., 1,740, F. G. Cox, 14th June.—Saigon 14th May, Order.
Tamsui, Br. s.s., 1,740, F. G. Cox, 14th June.—Saigon 14th May, Order.
Tamsui, Br. s.s., 1,740, F. G. Cox, 14th June.—Saigon 14th May, Order.

Siberia, Am. s.s., 5,655, An Zooder, 21st June.—San Francisco 26th May, and Shanghai 18th June, Mails and Gen.—P. M. S. S. Co.
Sumatra, Ger. s.s., 507, Melken, 12th June.—New Guinea 20th May, and Palao Id. 2nd June, Copra—M. & Co.
Tansuana, Br. s.s., 2,183, Trigg, 21st June.—San Francisco 21st May, and Fookchow 20th June, Bulk Oil—S. O. Co.
Tijlahan, Dut. s.s., 2,475, P. von Emmerich, 17th June.—Mojito and Amoy 16th June, Coal and Gen.—C. J. L.
Tremont, Am. s.s., 9,656, Garlick, 18th June.—Tacoma 15th May, via Manila 16th June, Gen.—D. & Co., Ltd.
Vaushall, Br. s.s., 2,346, Brodhering, 12th June.—New York 14th Mar., and Labuan 6th June, Kerollee Oil—S. O. Co.
Wosang, Br. s.s., 1,127, L. F. G. Husey, 23rd June.—Newchwang 10th June, and Swatow 22nd, Gen.—J. M. & Co.
Yen Maru, Jap. s.s., 4,940, Aoke, 17th June.—Kuchino 17th June, Coal—M. B. K.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 22nd June.—Manila 19th June, Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,519, R. Rodger, 22nd June.—Manila 20th June, Hemp and Sugar—S. T. & Co.

SAILING VESSELS.

Juteopolis, Br. ship, 2,840, Stewart, 5th June.—San Francisco 5th April, Case Oil—S. O. Co.
Steamers Expected.

Vessels	From	Agents	Due
Nanshan	Saigon	B. & Co.	June 26
Empire	Manila	G. L. & Co.	June 27
Tosa Maru	Shanghai	N. Y. K.	June 28
Kleist	Japan	V. & Co.	June 30
Prinz Ludwig	Colombo	M. & Co.	June 30
McGomeryshire	Singapore	S. T. & Co.	July 1
China	Japan	P. M. Co.	July 1
Minnesota	Japan	N. Y. K.	July 2

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Sarsong at Kowloon Dock
Flume
Courtfield
Sumatra
Taingtai
Powhatan
Loosk
Quarta
Childan Comopolitian

CHINA COAST METEOROLOGICAL REGISTER.

June 24th, 1908, a.m.

Bar.	Th.	Hu.	Wind	W.
Vladivostok	29.57	58	NE	1
Nemuro	29.57	58	NE	1
Hakodate	29.57	58	NE	1
Tokyo	29.57	58	NE	1
Kobe	29.57	58	NE	1
Nagasaki	29.57	58	NE	1
Kyushima	29.57	58	NE	1
Shimonoseki	29.57	58	NE	1
Naha	29.57	58	NE	1
Shikajima	29.57	58	NE	1
Bonin Is.	29.57	58	NE	1
Cheloo	29.57	58	NE	1
Weihaiwei	29.57	58	NE	1
Yankow	29.57	58	NE	1
Kinkiang	29.57	58	NE	1
Canton	29.57	58	NE	1
Shanghai	29.57	58	NE	1
Tientsin	29.57	58	NE	1
Swatow	29.57	58	NE	1
Taihou	29.57	58	NE	1
Taichu	29.57	58	NE	1
Tainan	29.57	58	NE	1
Kohup	29.57	58	NE	1
Pescadore	29.57	58	NE	1
Canton	29.57	58	NE	1
Hongkong	29.57	58	NE	1
Victoria Peak	29.57	58	NE	1
Cap Rock	29.57	58	NE	1
Macao	29.57	58	NE	1
Hoihow	29.57	58	NE	1
Pakhoi	29.57	58	NE	1
Phu Lien	29.57	58	NE	1
Touane	29.57	58	NE	1
St. James	29.57	58	NE	1
Amoy	29.57	58	NE	1
Manila	29.57	58	NE	1
Legaspi	29.57	58	NE	1
Cebu	29.57	58	NE	1
Labuan	29.57	58	NE	1

June 25th, 1908, a.m.

Vladivostok	29.57	58	NE	1
Nemuro	29.57	58	NE	1
Hakodate	29.57	58	NE	1
Tokyo	29.57	58	NE	1
Kobe	29.57	58	NE	1
Nagasaki	29.57	58	NE	1
Kyushima	29.57	58	NE	1
Shimonoseki	29.57	58	NE	1
Naha	29.57	58	NE	1
Shikajima	29.57	58	NE	1
Bonin Is.	29.57	58	NE	1
Cheloo	29.57	58	NE	1
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Amoy	29.57	58	NE	1
Manila	29.57	58	NE	1
Legaspi	29.57	58	NE	1
Cebu	29.57	58	NE	1
Labuan	29.57	58	NE	1

Post Office.

A Mail will close for—
Shanghai—Per *Chingyang* 25th June, 10 a.m.
Kobe and Yokohama—Per *Kawachi Maru*, 26th June, 10 a.m.
Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco—Per *America Maru*, 26th June, 11 a.m.
Swatow, Amoy and Fookchow—Per *Hailan*, 26th June, 1 p.m.
Macao—Per *San Francisco*, 26th June, 3 p.m.
Manila—Per *San Francisco*, 26th June, 3 p.m.

Anping—Per *Fukushima Maru*, 26th June, 3 p.m.
Yokohama and Kobe—Per *Prinz Waldemar*, 26th June, 3 p.m.
Hoihow and Haiphong—Per *Hupei*, 26th June, 5 p.m.
Singapore, Penang and Calcutta—Per *Montgomeryshire*, 26th June, 10 a.m.
Manila—Per *Zoffo*, 27th June, 10 a.m.
Batavia, Cebu, Zamboanga, Soerabaya and Macassar—Per *Tijlahan*, 27th June, 10 a.m.
Europe, &c.—India, via Tutuicoria—Per *Aradia*, 27th June, 11 a.m.
Shanghai—Per *Watanabe*, 27th June, 11 a.m.
Macao—Per *San Tai*, 27th June, 11 a.m.
Ningpo and Shanghai—Per *Yokohama*, 27th June, 3 p.m.
Shanghai—Per *Tijmah*, 27th June, 5 p.m.
Swatow, Amoy and Tamsui—Per *Jashin Maru*, 27th June, 5 p.m.
Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Perth, Adelaide, Hobart, Launceston, New Zealand and Fremantle—Per *Chang Yang*, 28th June, 9 a.m.
Keelung, Moki, Kobe, Yokohama, Shimidzu, Yokohama, Honolulu, San Francisco and Portland—Per *Alasia*, 29th June, 11 a.m.
Weihaiwei, Cheloo and Tientsin—Per *Chingyang*, 9th June, 11 a.m.
Singapore, Penang and Calcutta—Per *Kwangang*, 30th June, 11 a.m.
Manila—Per *Tan*, 30th June, 3 p.m.
Tientsin and Cheloo—Per *Nanchang*, 30th June, 3 p.m.
Keelung, Moki, Kobe, Yokohama, Shimidzu, Yokohama, Victoria and Tacoma—Per *Tyemont*, 1st July, 10 a.m.
Europe, &c.—India, via Tutuicoria—Per *Klith*, 1st July, 11 a.m.
Manila—Per *Lomang*, 3rd July, 3 p.m.
Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Siberia*, 3rd July, 3 p.m.
Manila—Per *Rubi*, 4th July, 11 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 4th July, 3 p.m.
Keelung, Moki, Yokohama, Shimidzu, Yokohama, Victoria, R.O. and Seattle, Wash.—Per *Tora Maru*, 7th July, 3 p.m.
Singapore, Penang and Colombo—Per *Wakana Maru*, 7th July, 5 p.m.
Nagasaki, Kobe and Yokohama—Per *Kamama Maru*, 8th July, 11 a.m.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle—Per *Nikko Maru*, 10th July, 11 a.m.
Kobe and Yokohama—Per *Sanuki Maru*, 10th July, 3 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver—Per *Montgomery*, 11th July, 10 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Seattle—Per *Minnesota*, 11th July, 10 a.m.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Chingyang*, 11th July, 11 a.m.

ARRIVALS AT THE DOCKS.

Arrived, Dr. Hockaday, W. T.
Aucott, E. F. Irving, Edward
Burton, Major Jones, R.A.M.C., Major
Clapham, E. S. T. P.
Coke, L. & Mrs. B. E. Kell, Mr.
Daniel, Fred W. Krass, E. L.
Daniel, Walter J. Landis, Albert E.
Darling, Col. Logan, Major and Mrs.
Davies, Hon W. Rees Martin, R.
Dooner, Capt. McHutchon, Mr.
Eames, Rev. and Mrs. Mitchell, R.
Ellis, Mrs. Monk, S. D.
Evans, Miss. Morel, Madame
Finch, Capt. and Mrs. Reid, Lieut. Col.
Gibson, W. C. E. H. H.
Hall, J. Sinclair, A.
Hastan, Mr. and Mrs. Smith, A. Findlay
Hill, P. Stephens, Mr.
Hutchinson, Capt. and Wilder, A. P.
Mrs. Worbroke, Mr.

KOWLOON.

Allen, C. S. Petersen, A.
Bricker, L. Stone, F. E. F.
Hope, Mr. and Mrs. W. J. J.
Mingle, S. H. Stewart, S. H.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.
Alger	despatch-vessel
Bedford	cruiser, 2d class
Florida	cruiser, 1st class
Hamble	river gunboat
Comant	river gunboat
Imbus	sloop
Imb	water tank and tug
Ime	sloop
Ime	torpedo boat destroyer
Ime	cruiser, 2d class
Ime	torpedo boat destroyer
Ime	torpedo boat destroyer
Ime	torpedo boat destroyer
Ime	cruiser, 1st class
Ime	cruiser, 1st class
Ime	river gunboat
Ime	surveying ship
Ime	cruiser, 1st class
Ime	river gunboat
Ime	torpedo boat destroyer
Ime	river gunboat
Ime	river gunboat
Ime	river gunboat
Ime	torpedo boat destroyer
Ime	receiving ship
Ime	river gunboat
Ime	river gunboat
Ime	torpedo boat destroyer
Ime	surveying ship
Ime	torpedo boat destroyer
Ime	river gunboat
Ime	river gunboat
Ime	river gunboat

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	123,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$250,000 }	\$2,000,387	{ Final of £2 03 old and £1 10/- on new shares for 3-year ending 31.12.07 }	5 1/2 %	{ \$75 1/2 London £78 10/- }
National Bank of China, Limited	99,925	£7	£6	{ £4 000 \$150,000 }	\$10,223	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Genoa Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$270,058 \$401,959 £125,000 }	none	\$20 for 1906	8 1/2 %	\$23 1/2 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,942 }	Tls. 204,424	Interim of 7/6 ex 2 1/2 for 1907	6 %	Tls. 77 1/2
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$500,000 £125,137 15/- \$434,134 }	255,601	{ Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907 }	5 1/2 %	\$790
Yangtze Insurance Association, Limited	12,300	\$100	\$60	{ \$1,000,000 \$199,031 £51,157 }	\$91,763	\$1 and bonus \$3 for 1906	9 1/2 %	\$154 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$13,800 }	\$7,452	\$6 and bonus \$2 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,315,941 }	\$428,027	\$27 for 1906	8 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$24,638 }	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$250,000 }	NIL	\$4 for year ending 30.4.1907	11 1/2 %	\$36 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$75,000 \$75,279 \$20,000 }	10,437	{ \$1 1/2 for and half-year making in all \$2 1/2 for year ending 31.12.07 }	7 1/2 %	\$29 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £60,000 £270,000 }	£3,694	5/- for 1906 @ ex 2 1/2 = \$2.24 per share	3 1/2 %	{ \$4 1/2 £2 1/2 }
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 £400,000 }	Tls. 14,510	Final of Tls. 12 making Tls. 31 for 1907	7 1/2 %	{ Tls. 44 sales Tls. 52 sales }
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,871 \$65,000 }	172,370	Second Interim of 1/- (Coupon No. 9 for 31.12.07)	4 1/2 %	46
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$47,221 }	\$98	{ \$1.00 for year ending 30.4.19 8 \$0.50 }	{ 4 1/2 % 3 1/2 % }	{ \$25 \$15 }
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 140,000 Tls. 60,355 Tls. 10,000 Tls. 12,000 }	6,869	Final of Tls. 24 making Tls. 5 for 1907	12 1/2 %	Tls. 49 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	100	{ \$1,000,000 \$56,848 }	Dr. \$279,371	\$8 for year ending 31.12.05	...	\$130
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	Dr. \$135,131	\$3 for 1897	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$1,000,000 }	Tls. 9,171	Tls. 4 (8 %) for year ending 31.8.06	...	Tls. 22 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £150,000 £11,259 }	£11,556	Interim of 1/6 (No. 10 for account 1908)	7 1/2 %	Tls. 15 1/2 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,000,000 £4,873 }	£11,358	No. 12 of 1/- = 48 cents	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$51,601 }	\$3,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 £258 6 \$20,000 }	\$7,156	Final of \$1 1/2 making \$3 1/2 for 1907	7 %	\$50 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,500,000 £1,500,000 }	\$41,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$104
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 69,257 }	Tls. 10,459	Interim of Tls. 24 for six months ending 31st October, 1907	6 %	Tls. 81 sales
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 125,000 }	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 23 1/2 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 }	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 101 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$75,000 \$10,000 }	Tls. 10,008	\$2 1/2 for year ending 30.6.07	11 %	Tls. 201 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$75,185 \$64,925 }	\$9,178	\$1.50 for 1906	...	Tls. 121 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 \$7,000 }	\$252	Final of \$3 1/2 making \$4 1/2 for 1907	7 1/2 %	95
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$50,000 \$217,426 }	\$36,915	{ Final of \$3 1/2 making in all \$7 for year ending 31.12.07 }	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$50,000 }	\$4,681	70 cents for 1907	6 1/2 %	\$104
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$653 }	\$653	\$2 1/2 for 1907	6 1/2 %	Tls. 121 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,253,045 Tls. 170,000 }	Tls. 107,517	{ Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907 }	6 1/2 %	Tls. 121 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$1,000,000 }	\$1,541	{ Final of \$2.10 making in all \$4.10 for year ending 31.12.07 }	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,000 }	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 56 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$60,000 }	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	Tls. 51 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 15,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 61 sales
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$800,000 Tls. 28,257 }	Tls. 6,300	Tls. 8 for 1906	...	Tls. 82 sales
Boy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ \$500,000 Tls. 50,000 }	Tls. 50,003	Tls. 50 for 1906	...	Tls. 245 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	2,504	£12 1/2	£12 1/2	{ £1,299 \$25,000 }	£618	1/3 per share for 1906	9 %	\$74
China-Borneo Company, Limited	50,000	\$12 1/2	\$12 1/2	{ \$1,299 \$25,000 }	NIL	\$1.20 for 1907	11 1/2 %	\$104
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$1,000,000 }	\$25,000	60 cents for year ended 31.2.06	...	\$61
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$5,593 }	\$5,593	80 cents for 1907	8 1/2 %	\$94
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 \$50,000 }	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$12,000 }	\$5,071	Final of 75 cents making in all \$1 1/2 for 1907	7 1/2 %	\$104
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$5,100 }	\$5,100	75 cents for 9 months ending 31.12.07	8 %	\$104
Hall & Holt, Limited	11,000	\$20	\$20	{ \$220,000 \$185,000 }	897	\$2 for year ending 28.2.8	10 1/2 %	\$191 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$123,000 }	\$19,321	11 and bonus 20 cts. for year ending 29.2.06	7 1/2 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$12,000 }	\$14,578	Final of \$1 1/2 making in all \$19 for 1907	8 1/2 %	\$225 buyers
Hongkong Rope Manufacturing Company, Ltd.	6,000	\$10	\$10	{ \$60,000 \$18,000 }	\$18,000	Final of \$1.20 making in all \$2 for 1907	8 %	\$25 buyers
Maatschappij tot Mijl, Bosch en Landbouwen- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603 }	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 1/2 %	Tls. 525 b. ex
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$5,000 }	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$1,000,000 }	NIL	None	...	\$1
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$1,000,000 }	NIL	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 113 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 24,820 }	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	15 %	Tls. 89 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 200,000 Tls. 75,000 }	Tls. 8,493	Final of 37/6 making 52/6 for 1907	...	Tls. 385 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ £327,000 \$1,000,000 }	Tls. 58,331	None	...	Tls. 385 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$5,000 }	\$9,223	40 cents for year ending 31.5.07	6 1/2 %	\$25 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 Tls. 15,295 }	\$478	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 97 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 4,000 \$1,000 }	Tls. 201	50 cents for 1907	4 1/2 %	\$11
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$35,000 }	\$1,360	50 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end 31.5.07	6 1/2 %	\$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$25,000 }	\$6,38	Final of 30 cts = 3 1/2 = making 60 cents for year ending 31.12.07	6 %	\$10 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$25,000 }	\$1	Final of 30 cts. making 60 cts. for the year ended 30th June, 1900	...	\$5 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 \$1,000,000 }	NIL	...	...	...

* These shares are entitled to half of the profits.

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ESTABLISHED 1859

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AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

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CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

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JUST UNPACKED A LARGE AND

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SHOES! SHOES! SHOES!

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FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

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Samples on application. Coast

ports orders carefully executed.

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THE HONGKONG ICE COMPANY,

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COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M.

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Manager.

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COMPANY,

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Dealers in all kind of

HAND-MADE DRAWN CHINESE

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all of the best quality.

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LACES.

all from the best French patterns.

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